

NEVADA COUNTY TRANSPORTATION COMMISSION

Minutes of Meeting
September 20, 2006

A meeting of the Nevada County Transportation Commission (NCTC) was held on Wednesday, September 20, 2006, in the Nevada County Board of Supervisors Chambers, 950 Maidu Avenue, Nevada City, California. The meeting was scheduled for 8:30 a.m.

Members Present: Nate Beason, Tim Brady, Sally Harris, Patti Ingram, Russ Steele, *Josh Susman, and *Robin Sutherland

Staff Present: Dan Landon, Executive Director; Nancy Holman, Administrative Services Officer; Mike Woodman, Transportation Planner; Toni Perry, Administrative Assistant

Standing Orders: Vice Chairman Beason convened the Nevada County Transportation Commission meeting at 8:30 a.m.

Pledge of Allegiance.

INFORMATIONAL ITEMS

1. Financial Reports

A. June, Period 13, July 2006

There was no discussion on the Financial Reports.

2. Correspondence

A. California Transportation Commission – Receipt of the “Elderly and Disabled Transit Program Draft FFY 2006-07 Prioritized Project List, August 21, 2006”. 8/23/06, File 1430.4.

Executive Director Landon reported that the California Transportation Commission Elderly and Disabled Transit Program awarded Gold Country Telecare grants for two vehicles, which was noted in the statewide list. Commissioner Ingram added that Gold Country Telecare scored 91 on their application for scheduling software.

*Commissioner Sutherland arrived at 8:32 a.m.

B. Letter from *Citizens Concerned About Traffic (CCAT)* – Requests the Commission and the Technical Advisory Committee (TAC) review Caltrans’ Highway Accident Methodology and possibly provide recommendations to Caltrans. 9/5/06, File 490.6.1.

Executive Director Landon mentioned the letter received from CCAT, noting that the group has questioned some of the practices used by Caltrans in setting statewide safety standards. CCAT sent a copy of the letter to Caltrans also. Mr. Landon questioned if the Commission had any comments or thoughts they would like sent to CCAT. Vice Chairman Beason commented there was no

signature on the letter and he would like to know the person or people behind the thoughts expressed. Commissioner Ingram replied that she does not respond to any correspondence that does not have a signature on it. Vice Chairman Beason agreed that these are Caltrans issues and said the context of the letter was not clear.

*Commissioner Susman arrived at 8:33 a.m.

Commissioner Steele stated that the letter requests Caltrans to not just look at accident statistics when making safety decisions, but they are asking to include emotions in the decision process. He noted that there are unsafe roads all over California and questioned, "How do you decide which issues to address?" Commissioner Brady stated he appreciated the input received from South County residents, the Jones', who assisted the Commission in raising public and state awareness of the safety issues along SR 49, which helped the NCTC secure funding for the rumble strip project. He mentioned that the CCAT letter included statistics, but didn't ask for anything or suggest any resolutions. Vice Chairman Beason wondered if the group considered the increased CHP enforcement that has occurred over the past few months, since he believes this is a key factor to safety along the SR 49 corridor.

Ann Marie Robinson, Transportation Planner from Caltrans District 3, stated that based on her conversation with a Caltrans Safety Engineer, there was incorrect information in the letter.

3. Executive Director's Report

3.1 Status Report on the Dorsey Drive Interchange Project

Executive Director Landon explained that he took the points made by the Commissioners at the July 19th NCTC meeting to the July 25th Grass Valley City Council meeting for their consideration. Attached to the Executive Director's Report was a copy of the letter the City sent to the NCTC and Jody Jones, Director of Caltrans District 3, outlining their design issues and concerns. The City desires to see the entire interchange constructed. Mr. Landon reported that he participated in the August 29th Open House with the public and provided the Commission with a copy of the chart he used to explain the fiscal status of the project. He said that although there is a funding shortfall, there are at least four potential opportunities to help make up the shortfall. Mr. Landon said there is a meeting scheduled between City of Grass Valley staff and Jody Jones with her Caltrans staff on September 22nd to discuss the issues brought up in the Grass Valley letter. Members of the Dorsey Drive Ad Hoc Committee will also attend that meeting.

3.2 Grass Valley Traffic Project Status Reports

Tim Kiser, Engineer for the City of Grass Valley, gave a report on the Idaho-Maryland/East Main Street roundabout project. He said a consultant has been selected who is designing the project, surveying for the project has been completed, and preliminary concepts are being compiled that includes right-of-way (R/W) requirements. The preliminary geotechnical work is complete and utility coordination letters were mailed out that day. Mr. Kiser said they are on schedule to complete the preliminary design before December, to allow the environmental process to begin. The goal is to complete the plans and go to bid in June 2007, and then construct the roundabout that summer.

Mr. Kiser also reported on the proposed Grass Valley special one-half cent sales tax measure, and he gave a brief summary of the "Grass Valley Sales Tax Expenditure Plan" adopted by the City. He

said there are two tiers of projects: the first is to complete the construction of the Dorsey Drive Interchange, and the second tier includes improvements to the traffic infrastructure, safety improvements, sidewalk improvements, downtown Grass Valley parking, and transit improvements.

Mr. Kiser stated the City's top priority is to complete the Dorsey Drive Interchange. The measure would provide \$16,750,000 for the Dorsey Drive Interchange, and would provide for early construction through bonding. It is anticipated that the Dorsey Drive Interchange project will use 39% of the sales tax funds. The second tier of projects include \$16.5 million for deteriorating roadways and traffic safety improvements that includes resurfacing fifteen miles of city streets, enhancements of the Main Street corridor, traffic safety and calming projects, and flood prevention projects. The second project in the second tier would provide funding for the Wolf Creek Parkway Trail, sidewalk/pedestrian improvements, and funds to improve connectivity of multipurpose trails in the City of Grass Valley. These projects would be allocated \$13.5 million. The third project in the second tier is the downtown Grass Valley parking plaza and transit improvements. The purpose is to provide the balance of funding for a downtown parking structure and improvements such as a transit transfer station, bus shelters, and other Americans with Disabilities Act (ADA) access improvements. The Expenditure Plan has \$12 million allocated for these projects. The plan includes financial administration and bonding costs of \$1.25 million, mostly related to the Board of Equalization fees. Mr. Kiser reported the Council has proposed to set aside \$12 million of sales tax allocations for the annual debt service or bonding costs over a twenty-year period to be used for the Dorsey Drive Interchange project.

Mr. Kiser told of the three goals developed by the City for the Sales Tax Expenditure Plan: 1) To implement projects that are committed to the concept that people live, work, and play in Grass Valley by constructing both motorized and nonmotorized transportation facilities that insure the community's livability and maintenance of its character. 2) Dorsey Drive is the City of Grass Valley's number one priority for the sales tax funding, and the remaining funding received will be allocated based on the percentages as shown in the Expenditure Plan. 3) The third goal is to leverage these special tax revenues to obtain additional grant funding to maximize funding potentials for the Expenditure Plan. Other provisions in the sales tax measure include an Administrative Framework that would provide bonding authority for the City Council to sell and issue bonds. There is a Maintenance of Effort clause that the City, by enacting the sales tax and Expenditure Plan, intends that funds provided by the special sales tax shall not be used to replace the existing transportation and/or development impact funding, or to replace the requirements for new development to provide for its own development impacts. There are financial support clauses that limit 1% of the annual income from the sales tax to be used to deal with financial administration of the sales tax if the measure passes. There are requirements on project management and engineering costs that the City Council would need to approve; there are contracting requirements to fulfill the California Contracting Code; and there are annual auditing requirements to be performed that would ensure the funds are being spent appropriately.

Mr. Kiser spoke about a community involvement aspect where stakeholders will have an opportunity to provide input and make recommendations to the City Council on the projects and the use of the funds. If the measure passes, there will also be a Citizen Oversight Committee to make recommendations on the projects and also review the annual report to ensure the procedures are being carried out and the funds are being spent appropriately.

Commissioner Brady questioned how the campaign was going for the sales tax measure. Mr. Kiser responded that as a city official he must remain neutral, and he is only allowed to prepare and present the facts. The measure is up to the voters.

Commissioner Steele asked what type of power the citizens committee would have to change things, other than the public platform to make comments. Commissioner Ingram responded that the Citizen Oversight Committee and the public would provide recommendations to the City Council; it would be the City Council that would make the final decisions. She said the Oversight Committee is there to ensure that Council performs accurately with the recommendations and the framework that is set out. She also thought it was important to note that neither the Council nor a committee making recommendations to Council could change how those funds would be spent without going back to the voters to approve a change.

Commissioner Susman asked how many years the plan represents? Tim Kiser responded that it was a twenty-year plan with an estimated \$72 million revenue generated. Commissioner Susman said Truckee's sales tax measure projections were conservative, so they have done well with implementing the goals that were set out by the voters. He said Truckee has been cautious to spend the surplus tax funds on projects consistent with what the voters approved six years ago. Truckee is keeping a reserve of money in case the measure is not approved again after it sunsets. He appreciated the goals that Grass Valley set forth to assure the voters that this measure would not just become a "slush" fund. Commissioner Susman stated the goals give the City a bit of flexibility in years ahead, if there is revenue above what is planned for, to possibly do projects that are unknown at this point in time. Commissioner Ingram said if future projects fall within the guidelines of drainage improvements, a parking structure, or transit, it gives the City Council some room within the framework to allocate those funds. Mr. Kiser reiterated that there are percentages associated to the allocations, so if there is an under or overestimate for the second tier of projects, the funds would be spent based on those percentages. He said he believes they underestimated the revenue, so hopefully there will be more funds to spend once Dorsey Drive is fully funded.

Commissioner Susman asked if there was a citizens group in Grass Valley committed to promoting the measure. Commissioner Ingram responded there is a "Citizens for Measure T" group that is running the campaign.

Commissioner Brady asked if NCTC Commissioners could receive a handout on what the proposed plan is for the Wolf Creek Parkway. He said the first time the trail was proposed, it involved trails going through Caltrans' easement along the freeway, which Caltrans noted were not available. He questioned if the measure was allocating 32% of the revenues to what may not be a buildable project. Mr. Kiser said they have completed a preliminary alignment study, and there are different alternatives that do not go through Caltrans' easement. He said currently they are looking at picking a certain section of the trail to do a more detailed preliminary engineering study, which would allow them to move forward with an environmental study for that section. He said there is grant funding available for these types of projects, almost 80% of the funds, but you must have your preliminary engineering and environmental work completed before the funds are available. The sales tax dollars would be used to leverage grant funds. Commissioner Brady would like to see the proposed design and the budget for the Wolf Creek Parkway.

3.3 Status of the FY 2006/07 Unmet Transit Needs Process

Executive Director Landon reported that this is an annual process for the Unmet Transit Needs that will start for FY 2006/07 with a joint public workshop on November 2nd in Kings Beach, in cooperation with the Placer County Transportation Planning Agency and the Tahoe Regional Planning Agency. He said there is an unmet transit needs public hearing for western Nevada County tentatively scheduled at the November 15, 2006 Transit Services Commission (TSC) meeting. Following those two meetings, NCTC staff will work with the Social Services Transportation Advisory Council (SSTAC) to develop an assessment of needs that are reasonable to meet, and they will be presented at the January 18, 2007 NCTC meeting.

3.4 SR 49 Gateway Monument

Executive Director Landon noted that the SR 49 Gateway Monument was in place, and thanked Caltrans representative Ann Marie Robinson for her help in coordinating the placement of the monument on Caltrans right-of-way. Ms. Robinson gave credit for the initial idea to Michael Hill-Weld, Director of Nevada County Department of Transportation and Sanitation (DOTS). She also acknowledged the work Nevada County Supervisor Sue Horne did with the South Nevada County Chamber of Commerce to get the needed funding to build the monument, and noted Sue Zajac of DOTS was also instrumental in getting the monument installed.

Commissioner Steele stated that during the daytime the black-on-gray design on the monument looks great, but at nighttime you cannot see it. His recommendation was to either get a light for the monument or change the color of the lettering on the sign.

3.5 Infrastructure Bond Update

Executive Director Landon directed the Commissioners attention to the information attached to the Executive Director's Report about the infrastructure bond measures on the upcoming November 2006 ballot. Commissioner Steele questioned if Nevada County is eligible for some of the housing funding in Proposition 1C, through the Housing and Emergency Shelter Trust Fund Act of 2006, if the county builds affordable housing next to bus stops. Mr. Landon stated he did not believe the criteria for project selection had been set as yet. He said the California Transportation Commission (CTC) is still working on that, but in theory every county should be eligible to submit projects for state funds. Commissioner Steele encouraged the county to follow up on that measure if it passes.

Commissioner Susman noted that Proposition 1A is similar to the city tax protection measure that was successful several years ago. At the recent California League of Cities Annual Conference many people were excited to see that Proposition 1A includes a provision that would discourage suspension of transportation funds in the future, a provision to pay back the previous loans, and would provide protections and limitations that are not in place currently. He added that the Leagues of Cities is opposing Proposition 90 that deals with eminent domain.

4. Caltrans District 3

Project Status Report – Winder Bajwa, Caltrans Project Manager for Nevada County.

Mr. Bajwa gave a brief summary of project activity that has occurred since the last NCTC meeting.

- *Safety Realignment and Widening of SR 20* – Mr. Bajwa reported that the project is being constructed to improve traffic safety. The lowest construction bid received was

significantly higher than the project allocation of \$26.1 million. At the CTC's September meeting, they approved an allocation of \$10 million for the shortfall of funds that was caused by the increased cost of materials. The project was awarded to Granite Construction on September 19th and construction could start this fall weather permitting.

Commissioner Sutherland asked what the anticipated completion date is for the project. Mr. Bajwa responded that the project would take three construction seasons to complete. They are hoping to get some work done this fall to construct a temporary bypass of a Nevada Irrigation District (NID) facility, but major work will start in the spring of 2007 and go through the fall of 2009.

Vice Chairman Beason noted that accidents seem to be on the increase on SR 20, so he is hoping this construction will help. Mr. Bajwa stated that the CTC gives safety projects a high priority, and that this project would enhance safety on the four-mile stretch of SR 20. Vice Chairman Beason said that SR 49 gets a lot of attention for safety improvements, but he believes that SR 20 has potential for future safety improvements and widening as Yuba County grows. Commissioner Sutherland said she thought the most recent accidents occurred outside of this four-mile stretch. Mr. Bajwa did not know of any recent accidents in Nevada County. He was only aware of a two-fatality accident in Yuba County by Browns Valley. Executive Director Landon said there had been a three-car collision and one fatality in the project area in August. Mr. Bajwa agreed that the entire corridor needs attention, and this is the first project to address the safety issues.

Commissioner Sutherland requested a report from Caltrans on the accidents that have occurred in the last twenty-four months, and of those what percentage have occurred in the last twelve months. She heard that there has been an increase in accidents outside of the current project area and most are due to speed. She correlated the problems on SR 20 to what occurs on SR 49, and was wondering if similar actions could be implemented on SR 20 to address the problems and prevent further accidents, such as rumble strips, CHP patrolling and ticketing, and additional signage. Executive Director Landon thought it would be advantageous to look at the entire corridor from the Yuba County line all the way to Grass Valley, and to note the location and type of accidents that have occurred. Mr. Bajwa said he would get that information and give it to NCTC staff for the Commission.

- *Dorsey Drive Interchange* – Mr. Bajwa reported that the Caltrans Project Development Team (PDT) is awaiting direction before resuming work on the project. He said a meeting is scheduled on September 29th with the City of Grass Valley, the Dorsey Drive Ad Hoc Committee, and Jody Jones with her Caltrans staff. The Caltrans PDT hopes to get further direction as a result of that meeting.
- *SR 49 Five Lane Widening at the La Barr Meadows Road Intersection* – Mr. Bajwa reported the draft Environmental Document is going through the final editing process. The Federal Highway Administration (FHWA) has required a higher-level document be prepared as a result of the question of needing sound walls. Once the document is completed, the FHWA will review it before it is released to the public for review and comment. The public release is anticipated in October 2006, and an open house will be held sometime in November.
- *SR 49 Shoulder Widening Between Lime Kiln Road and Pekolee Road* – This is a safety project. Mr. Bajwa spoke with the Caltrans Civil Engineer responsible for the project who reported it was completed during the week of September 15th.

- *Truckee SR 89 Mousehole* – Mr. Bajwa reported there will be an informational open house on September 27th at the Town Hall in Truckee. The Caltrans Project Team is focused on the completion of the environmental document of the project.

Executive Director Landon commented that an issue arose in August with the FHWA over an amendment to the Federal Transportation Improvement Program (FTIP). This document includes the federal funds to move the Mousehole project forward. The federal earmark of \$2.8 million, matched by the state's \$500,000, was jeopardized. He reported that Mr. Bajwa had authorized work to begin on the project, so some of this allocated money was already spent on surveying work. Commissioner Susman added that another issue that arose with the federal government was that if it could not be proven where the remainder of the funds would come from to pay for the entire project, they would not give the money earmarked for the project. Mr. Landon said that NCTC Transportation Planner, Mike Woodman, wrote a letter to the state and then worked with Mr. Bajwa and other Caltrans staff to get the FTIP amended to allow the federal and state funds to be used for this project.

- *Safety Project to Install a Rumble Strip on the Centerline of SR 49 from Combie/Wolf Road to Grass Valley* – Mr. Bajwa reported that the CTC allocated funds at the July 2006 meeting, and the bids will be opened the end of September. If the bids come back reasonable, a contract could be awarded in October. Construction would then begin in November and be completed in December 2006, depending on weather conditions. He said the project was later than previously stated because Caltrans was overwhelmed with storm damage projects from last winter that were in the work queue before this project.

Commissioner Harris stated that she recently drove between South Lake Tahoe and Carson City and they have a rumble strip along that roadway. She was impressed with the rumble strip and believes it will save lives on SR 49 when it is installed. Mr. Bajwa acknowledged the Commission's support and thanked the NCTC staff for their work to help secure the approval and funds for the project. Commissioner Steele added that he just returned from a trip to Canada, and some of their provincial roads have rumble strips also, and they do get your attention. Mr. Bajwa stated there would be more and more rumble strips installed around the district, especially on two lane highways, since they are relatively inexpensive and have a positive safety impact.

Commissioner Ingram questioned the statement on Mr. Bajwa's report that said, "If the bids are reasonable," then construction could start. She questioned if the bids are not reasonable, would the project have to be put off until spring of 2007. Mr. Bajwa said that recently bids have been coming in very high, and stated the major shortfall of \$10 million on the SR 20 project could have potentially delayed the project much longer. He said the construction industry is in a state of fluctuation and there is no way of knowing what the material prices will be. Since the CTC allocated a certain amount for the project, if the bids come in higher than the allocation, there are two choices: either reduce the scope of the project, or go back to the CTC and ask for more funds to cover the shortfall. Commissioner Ingram stated she hopes it will help that this is a safety issue and that the CTC will have additional funds available if they are needed. She said if the construction season were missed this fall, she would like Caltrans to seek the additional funding so the entire project is constructed in the spring of 2007.

Commissioner Brady commented on a notation in the Caltrans Report regarding the Dorsey Drive Interchange that states, "The Project Development Team is awaiting direction before resuming work

on the project.” He spoke about how the entire Commission has kept pressure on Mr. Bajwa and Caltrans to keep a forward motion on the Dorsey Drive Interchange project, and he would like to see the City of Grass Valley and the Dorsey Ad Hoc Committee provide direction to the Project Development Team so the team is not being held back due to lack of direction.

CONSENT ITEMS

5. NCTC Minutes: July 19, 2006. *Approved.*
6. 2006/07 FY State Transit Assistance Apportionments: *Adopted the updated apportionment table as a basis for allocation from the State Transit Assistance Fund for FY 2006/07.*
7. Allocation Request from Grass Valley: *Adopted Resolution 06-30 approving the allocation request from the City of Grass Valley for \$26,500 from the Regional Surface Transportation Program for the City's downtown signals and Sierra College Drive restriping projects.*

Vice Chairman Beason pulled Item 5 and abstained from voting on the Minutes of July 19, 2006. Commissioners Sutherland and Harris also abstained from voting on the July 19th Minutes.

Commissioner Susman made a motion to approve Items 6 and 7 of the Consent Calendar. Commissioner Ingram seconded the motion. The motion passed unanimously. Commissioner Susman made a motion to approve Consent Item 5. Commissioner Brady seconded the motion. The motion passed with affirmative votes from Commissioners Brady, Ingram, Susman and Steele.

ACTION ITEMS

8. Election of Officers

Vice Chairman Beason reviewed that with the departure of Chairman Conley Weaver from the Commission, the Commission is required to either select a new Chairman for the remainder of the calendar year or wait until January 2007 to elect new officers, and request Vice Chairman Beason to preside over NCTC meetings until January. Commissioner Steele commented that there would only be one more NCTC meeting in November, so he recommended that the Commission request the Vice Chairman preside over meetings until January 2007, when they would hold formal elections.

Commissioner Steele made a motion to not hold an election of officers until January 2007, and direct the Vice Chairman to preside over any NCTC meetings through December 2006. Commissioner Ingram seconded the motion. The motion passed unanimously.

Vice Chairman Beason called an eight-minute recess at 9:22 a.m. to allow for the timed item at 9:30 a.m.

Vice Chairman Beason reconvened the meeting at 9:30 a.m.

9. 9:30 A.M. Timed Item: Public Hearing to Receive Comments on the Revised Draft of the Regional Emissions Analysis for the Dorsey Drive Interchange and Squirrel Creek Bridge Project

Vice Chairman Beason announced the public hearing and introduced Mike Woodman, Transportation Planner for NCTC, who gave a presentation on the subject.

Mike Woodman noted that at the July 19, 2006 NCTC meeting he gave a presentation on the *Draft Western Nevada County 8-Hour Ozone Regional Emissions Analysis for the Dorsey Drive Interchange and Squirrel Creek Bridge Projects*. He stated that the purpose of the current presentation was to explain why the document needed revision and recirculation for a new thirty-day public comment period.

Mr. Woodman gave a brief overview of why a regional emissions analysis is required when federal approval is required on regionally significant transportation projects. He also explained that the first draft needed to be revised due to the fact that during the review of the analysis it was discovered that Caltrans had made an input error in the emissions factor model and, as a result, the 2018 scenario needed recalculation. The recalculation determined that the emissions in the 2018 analysis year were close to the Build/No Build Test threshold. To avoid any controversy and to ensure these projects would not have an air quality impact, NCTC staff decided to use an alternative test to insure the conformance with the required emissions standards. The second draft document will be circulated from September 2nd to October 4th, and it was noted that it would be available for review at the Madelyn Helling County Library, the Grass Valley Public Library, the NCTC office, and online at the NCTC website. Mr. Woodman stated that comments should be submitted to his attention.

The revised emissions analysis for years 2008, 2018, and 2027 demonstrated conformance with the required federal standards. Mr. Woodman said one of the main reasons there was a noted reduction in the emissions was due to enhancements in vehicle emission controls that are assumed in the California Air Resources Board (CARB) adopted emissions model, plus improvements in reducing congestion, and increased travel speeds.

Commissioner Ingram questioned if any other comments were received on the original draft document. Mr. Woodman responded that no other comments came in from the public. He said that staff has worked closely with the CARB, Environmental Protection Agency (EPA), FHWA, and the Federal Transit Administration (FTA) in developing the document and he believes it is solid.

Commissioner Susman asked if there were any significant fiscal impacts in having to redo the report. Mr. Woodman said there were no additional costs other than staff time spent on the project.

Vice Chairman Beason asked why this data did not seem to conform to the “oak tree” theory. Mr. Woodman responded that he would have to ask the CARB because they have the assumptions for the reductions based on improved vehicle emission controls. Mr. Landon said he believed the emission analysis looks at mobile sources only, not stationary sources.

Vice Chairman Beason opened the public hearing to receive public comment at 9:37 a.m. No one came forward to give comment, so the public hearing was closed.

10. Representative for the Dorsey Drive Interchange Ad Hoc Committee

Vice Chairman Beason explained that Commissioner Brady had been appointed at the July NCTC meeting to represent the Commission at the Dorsey Drive Ad Hoc Committee meetings, but realized at a later date he could potentially have a conflict of interest, so he declined the position. The topic

was opened for discussion among the Commissioners. Commissioner Steele stated he thought an at-large member should sit on the committee, to ensure balanced representation, and he volunteered to replace Commissioner Brady on the Dorsey Drive Interchange Ad Hoc Committee.

Commissioner Steele's volunteering served as a motion for the action. Commissioner Susman seconded the motion. Commissioner Ingram thanked Commissioner Steele and supported his participation as an at-large member. Vice Chairman Beason repeated that the motion was an approval for Commissioner Steele to represent the NCTC on the Dorsey Drive Interchange Ad Hoc Committee. The motion passed unanimously.

11. Brunswick Road/Sutton Way Intersection Improvements

Executive Director Landon explained that the Brunswick Road/Sutton Way Intersection Improvements are being done under an agreement between the NCTC, the City of Grass Valley, and Sixteen Circles, LLP (Big 1 Appliance project). Under the terms of the agreement, Sixteen Circles was to solicit bids to construct the project. Prior to awarding the bid, they were to come back and seek direction from the City of Grass Valley and the NCTC. The initial bids were quite high at \$600,000 and the City Engineer advised how they could trim the bid to improve the project cost. The second bid information was delayed getting back to the Commission for this meeting because the Sixteen Circles representative was ill and had just returned to work.

Mr. Landon said he would like the Commission to set a date for a special meeting to discuss this project. Commissioner Brady stated that since the construction is hoped for this fall, the meeting should happen as soon as possible. Tim Kiser stated he would be taking the issue of the increased cost to the Grass Valley City Council on September 26th. Mr. Kiser said he thought the first week of October would allow enough time to receive all the information. The Commissioners agreed that Wednesday October 4th at 8:30 a.m. in the Grass Valley Council Chambers would be a good time for a special meeting.

Commissioner Ingram made a motion to hold a special NCTC meeting on October 4th at 8:30 a.m. to discuss the Brunswick Road/Sutton Way Intersection Improvements; location to be determined. Commissioner Brady seconded the motion. The motion passed unanimously.

PUBLIC COMMENT

Michael Hill-Weld, Nevada County Director of Transportation and Sanitation, announced he would be retiring on November 4th, and thanked the Nevada County Transportation Commission and staff for their support over the past thirty years. He told of his position as Manager of the Gold Country Stage and his interaction with NCTC, both professionally and personally. Mr. Hill-Weld said that Mr. Landon and Mr. Woodman were instrumental in getting transit services issues identified and they helped develop options to move the program forward to the balanced system enjoyed today. He also acknowledged the help received to accomplish transportation planning and circulation, and safety issues.

COMMISSION ANNOUNCEMENTS

Commissioner Steele spoke of his recent trip to Canada and stated that the worst roads he traveled on were in California, SR 80 leaving the state and I-5 returning home. He was saddened at the

degree the roads have been allowed to deteriorate. He encouraged the public to pass the bond measure on the November ballot, and get the infrastructure fixed.

Commissioner Steele reminded the Commission that in the past they talked about having a Commissioner sit on the Economic Resource Council (ERC) Board. He said the ERC has to change their charter to expand their Board, and that is a process which requires a public notice and a vote. If and when they do that, the NCTC will get an invitation to sit on the Board. He added that the Commission would be expected to give a \$1,000 donation to the ERC, if the invitation comes forward.

Commissioner Ingram welcomed Commissioner Harris to the Commission.

Commissioner Susman wanted to be sure attention had been drawn to the grant funding that Gold Country Telecare secured for the two buses, and the \$25,000 they received for updating their scheduling software.

Commissioner Brady commented that about two years after he joined the Commission, he received a review from Executive Director Landon on transportation funding when he questioned why they were widening SR 20 from Marysville, but they could not get the funds to build the Dorsey Drive Interchange. He was given a description of how regional funding and state funding worked, and how you could not take from one pot and put into another pot. Commissioner Brady noted that an article had appeared in The Union that week from Superintendent McAteer who questioned the building of one project, but not another. Commissioner Brady stated that sometimes the public sees an event happening and does not understand why. He asked Executive Director Landon to get information out to the public on funding in Nevada County. Mr. Landon said he had lunch with Mr. McAteer the day the article appeared in the newspaper and he explained the funding situation.

Vice Chairman Beason said he was curious about the percentage mix of traffic versus population. He noted that in the past five years Nevada County has grown about 1.7% per year, but the number of vehicles have increased about 2.4% per year.

SCHEDULE FOR NEXT MEETING

The next Commission meeting is a special meeting scheduled for Wednesday, October 4, 2006 at 8:30 a.m., at the Grass Valley City Council Chambers, 125 East Main Street, Grass Valley, CA.

ADJOURNMENT OF MEETING

Vice Chairman Beason adjourned the meeting at 9:55 a.m.

Respectfully submitted: _____
Antoinette Perry, Administrative Assistant

Approved on: _____

By: _____
Nathan H. Beason, Vice Chairman

Nevada County Transportation Commission